

AL-IV-A-170

The Rizer Property Survey District
S. Mechanic and Harrison Streets, Cumberland
Allegany County, Maryland
Ca. 1890-1925
Access: Public

Capsule Summary

The Rizer property consists of several lots extending along the first block of Harrison Street from South Mechanic Street east to I-68 westbound on-ramp opposite South Liberty Street in downtown Cumberland. Although the property consists of eight lots, or portions of lots, there are currently three buildings on the property. The property is roughly bounded by Harrison Street on the north, South Mechanic Street on the west, I-68 and its access ramp on the south and east. Much of the space is covered with asphalt parking lot. The buildings include an irregularly shaped concrete block automotive garage dating from the 1920s with later additions. It has a brick façade facing onto South Mechanic Street, but has no numbered address. It at one time was identified as 210 S. Mechanic Street. The second building, designated as 13-15 Harrison Street, is a one story brick garage building set at the rear of its lot, formerly used for automotive repair work. The third building is a brick two story dwelling designated as 19 Harrison Street. It served variously as a rooming house and duplex. This building appears to date from the 1890s with modifications and additions from the 1920s. It has been vacant for a number of years and is in very poor condition. The garage at 13-15 Harrison Street is still in use as a storage facility, and the South Mechanic Street building is vacant. In addition to these buildings and the parking lots surrounding them, there is a large satellite dish occupying the rear lot for #21, and a small brick storage building associated with the dish structure. These structures date from the 1980s.

The Rizer Property Survey District is an example of the subdivision and development of the industrial section of the city of Cumberland through the 19th and 20th century. Located near the railroad and C&O Canal depots, the Rizer Property was platted into eight lots and developed as working class housing and commercial space. The Clara B. Drenning Rooming House, now 19 Harrison St., began on Lot 2 as a duplex and was later reconstructed in the early 20th century to a rooming house, housing railroad and restaurant workers. Although the house is now in severely deteriorated condition, the history of the building's construction and use, as well as the history of the lot on which it stands, provides a window on the social structure of the neighborhood. The garage now numbered 13-15 Harrison St., the only remaining building on Lot 3 of the Rizer Property, operated as an auto repair shop after its construction around 1920. The building to which the garage was attached, now demolished, was a plumbing warehouse in the 1890s and a wholesale confectionary by 1910 and served also as a residence for the owner. The large brick and concrete block building now standing on Rizer lots 4, 5, 7, and 8, was established as an auto-related business ca. 1925, was a "Tire Recap" shop in 1949, and by 1956, housed a "Used Auto Sales" and repair business. This building, and the adjoining parking lot on the corner (Rizer Lot 6), replaced a tight row of shops and residences that lined the corner of S. Mechanic and Harrison Streets from the 1850s into the early 20th century. Now vacant, the buildings of the Rizer Property Survey District reflect the rise and fall of transportation and industry in Cumberland, Maryland and the neighborhoods that served them.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. AL-IV-A-170

1. Name of Property (indicate preferred name)

historic The Rizer Property
other The Rizer Property Survey District

2. Location

street and number SE corner of S. Mechanic and Harrison St.; 13-15, 19, & 21 Harrison St. not for publication
city, town Cumberland vicinity
county Allegany

3. Owner of Property (gives names and mailing addresses of all owners)

name Canal Place Preservation and Development Authority
street and number 15 Canal St. telephone 301-724-3655
city, town Cumberland state MD zip code 21502

4. Location of Legal Description

courthouse, registry of deeds, etc. Allegany County Courthouse liber 681; 1171 folio 912; 39
city, town Cumberland tax map 104 tax parcel 7154A; 7158A;
7159A; 7161A tax ID number

5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report at MHT
☐ Other: _____

6. Classification

Category		Ownership	Current Function		Resource Count	
<input checked="" type="checkbox"/> district	<input checked="" type="checkbox"/> public		<input type="checkbox"/> agriculture	<input type="checkbox"/> landscape	Contributing	Noncontributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private		<input type="checkbox"/> commerce/trade	<input type="checkbox"/> recreation/culture	3	1 buildings
<input type="checkbox"/> structure	<input type="checkbox"/> both		<input type="checkbox"/> defense	<input type="checkbox"/> religion		sites
<input type="checkbox"/> site			<input type="checkbox"/> domestic	<input type="checkbox"/> social		1 structures
<input type="checkbox"/> object			<input type="checkbox"/> education	<input type="checkbox"/> transportation		objects
			<input type="checkbox"/> funerary	<input type="checkbox"/> work in progress	3	2 Total
			<input type="checkbox"/> government	<input type="checkbox"/> unknown		
			<input type="checkbox"/> health care	<input checked="" type="checkbox"/> vacant/not in use	Number of Contributing Resources previously listed in the Inventory	
			<input type="checkbox"/> industry	<input type="checkbox"/> other:		
					0	

7. Description

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Condition

<input type="checkbox"/> excellent	<input checked="" type="checkbox"/> x deteriorated
<input type="checkbox"/> good	<input type="checkbox"/> ruins
<input checked="" type="checkbox"/> x Fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Summary

The Rizer property consists of several lots extending along the first block of Harrison Street from South Mechanic Street east to I-68 westbound on-ramp opposite South Liberty Street in downtown Cumberland. Although the property consists of eight lots, or portions of lots, there are currently three buildings on the property. The property is roughly bounded by Harrison Street on the north, South Mechanic Street on the west, I-68 and its access ramp on the south and east. Much of the space is covered with asphalt parking lot. The buildings include an irregularly shaped concrete block automotive garage dating from the 1920s with later additions. It has a brick façade facing onto South Mechanic Street, but has no numbered address. It at one time was identified as 210 S. Mechanic Street. The second building, designated as 13-15 Harrison Street, is a one story brick garage building set at the rear of its lot, formerly used for automotive repair work. The third building is a brick two story dwelling designated as 19 Harrison Street. It served variously as a rooming house and duplex. This building appears to date from the 1890s with modifications and additions from the 1920s. It has been vacant for a number of years and is in very poor condition. The garage at 13-15 Harrison Street is still in use as a storage facility, and the South Mechanic Street building is vacant. In addition to these buildings and the parking lots surrounding them, there is a large satellite dish occupying the rear lot for #21, and a small brick storage building associated with the dish structure. These structures date from the 1980s.

South Mechanic Street Building: This automobile dealership (used cars) is constructed of concrete block with a brick façade facing onto South Mechanic Street, and encloses approximately 6,000 square feet. The building is irregularly shaped to accommodate the lots on which it stands. The building is one story in height with a shallow shed roof hidden by stepped parapets along the side walls. One section of the building is constructed of brick and is tall enough to accommodate two stories to allow for work room on the interior. This section has sash windows high in the wall and also has a saw tooth roof profile (one section) with windows in the vertical space to light the interior. It also had window and door openings at the first story level, but they have all been filled-in. The front elevation with its brick veneered surface has three bays, a store window in the south bay, a garage bay for the north opening, and a door in the center bay. The storefront bay is larger than the garage door bay, giving the façade an off centered appearance. The storefront has two large plate glass panes with a three light transom above each. A brick header course forms the sill, which is six-seven courses above the sidewalk. A band of wood molding with dentils separates the plate glass from the transom. The header over the entire window is of upright soldier bricks. Projecting corbeled pilasters define the three façade bays, terminating with a band of vertical soldier bricks and a corbel which extend across the entire front. Above this is a "frieze" band of brick work with the pilasters still suggested by aligned stretchers and headers, terminating at the top with a corbeled cornice and projecting caps above each of the pilasters. The garage door is an overhead roller track

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structure. The walk-in entrance is above three concrete steps and consists of a plate glass door with a filled-in transom above.

Most of the rest of the building is concrete block with metal industrial-type wire glass windows. There are several garage bays that have been filled in. A furnace flue rises from the north side of the building.

The interior of the building follows the irregular form of the exterior outline. The South Mechanic Street entrance opens into a display area/show room with a counter at the back of the space. A door next to (north of) the counter opens into a large service area accessed also by the garage bay door. The space is for the most part open, supported by intersecting steel I-beams. Along the north side a room is partitioned off with concrete block walls for electrical services. A door in the east wall opens into an addition which projects to the north. Walls are painted concrete block except for the brick section, which is painted as well. Floors are poured concrete.

13-15 Harrison Street: Set at the rear of its lot, this building, once an automotive repair shop, is a one story brick building, four bays in depth and two bays wide. The front façade facing Harrison Street is concrete block with a garage bay door. This created a north elevation for the building, which was originally attached to the back of a frame building occupying the rest of the lot. The building appears to date from the 1920s using hard bricks with a slight sheen to them. The bricks of the east elevation are laid in common bond in a ratio of seven stretcher brick rows to each header row. It rests on poured concrete foundations. A shed roof slopes downward to the rear or south. The roofing material is sheet metal.

In the east elevation there are four openings, three windows and a door. The window and door openings are segmentally arched with double row of brick headers defining them. Windows have two over two pane sash within narrow mitered frames with ogee molded profiles. The arched space is filled in with decorative machine-carved wood scrollwork. Windows have two over two pane sash covered at the inside with plywood sheets. The entrance in the north bay had a transom, but it was filled in with brick and the entire door frame replaced with the current one. The entrance bay has the same double brick header arch segment as found on the other openings. At the rear or south elevation there are two windows. These also have two over two pane sash, but because of the slope of the shed roof, they do not have enough space above to accommodate the arched headers. The west elevation was configured similarly to the east elevation, but it now abuts the concrete block building next door. From the inside the former windows and door still show although they have been filled in with brick.

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The interior of the building is one open space now nearly filled with storage boxes. The space is spanned with steel I-beams running east-west, supporting the roof structure. The flooring material is poured concrete.

19 Harrison Street: This brick building is a two story, four bay Italianate style dwelling, extended to the rear with a five bay two story addition. The entire building is covered with a shed roof, now failed. The original building which is quite shallow in depth appears to date from the 1890s and the rear addition from the 1920s. The bricks forming the rear addition are hard-fired with a slight sheen, as opposed to the softer bricks of the front section, which have been painted, probably for much of their history. The front part is constructed in common bonding with bricks laid in a ratio of six stretcher rows to each header row. Foundations are not clearly evident for the front portion of the building. The façade of the building is set directly against the sidewalk, with an empty lot to the east, next to an I-86 on ramp and a parking lot on the lot to the west, with the brick garage at 13-15 at the rear of the adjoining lot. At the back of the lot is a small grassy yard with a large satellite dish overhanging onto the property.

The most character defining feature of the front of the building is the elaborate bracketed cornice with machine carved decorations. At the bottom of the brackets is a wooden cornice band applied onto the bricks, and between the brackets round turned wooden decorative blocks with five pointed stars cut into their centers. The main entrance is located in the east bay of the front elevation, with three windows to the west. All windows have single pane double-hung sash, most with the glass removed and some boarded on the interior surface with plywood. Windows and doors have arched headers, lined at the front elevation with a single course of upright stretcher bricks. The area within the arched space has decorative machine carved scrollwork. Window frames are narrow and mitered and have an ogee molded surface. The front door is a replacement, metal with a small square window. There are no windows or doors in the narrow side walls of the front section of the building.

The rear part of the building consists of a five-bay long addition which appears to date from the 1920s. It is constructed of bricks which are different from those forming the front section. The addition's bricks are hard-fired with a slight sheen like those used for the garage at 13-15 Harrison Street. There is a distinct vertical seam where the two sections adjoin. The west façade has four bays at the first story and five at the second story. The first and second story windows are not aligned with one another. All have segmental arches lined with a double row of header bricks, and therefore differ from the openings in the front section. The segments of arches are filled in with decorative machine-cut designs in wood. Those of the rear addition match the window trim in the brick garage building next door at 13-15 Harrison Street, but do not match the pattern of the decoration on the windows at the front of the building, although the design is similar. The window frames and sash are the same as those used at the front of the building. The east elevation has five

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windows at the second story level and no windows at the first story. Only a single door opens into the first story. The doorway is not aligned with any of the windows above.

The south elevation has four bays at the first story, arranged door, window, window, door. There are three windows at the second story, not aligned with the first story openings. The openings are trimmed like those elsewhere on the addition, except that the upper story windows do not have segmental arched tops because they are too close to the eaves. Both doors have had their transoms filled in with brick. The west door and framing have been replaced.

Most of the interior of the house is not accessible because of severe deterioration and structural instability. The front entrance opens into a stair hall with the staircase rising to the second floor along the east exterior wall. To the west of the staircase is a narrow passageway with two doors opening into a large room which includes the front section of the building and the two north bays of the addition. Interior woodwork in the stair hall appears to date from the 1920s and consists of flat architrave trim with a top piece with a projecting bead at the bottom edge and at the top with an ogee cornice. This trim is used consistently throughout the portions of the interior available to view. The staircase, likewise appears to date from the 1920s. It has a square molded newel post, rectangular balusters, and rail with a grip-top. Balusters are rectangular and are set into a closed stringer band with a projecting bead at the top and bottom edges. The woodwork design is influenced by the Mission Style.

The room to the west of the stair hall sustained such damage from roofing failure that neither it, nor the rooms behind could not be examined thoroughly. In the south wall, a five panel door opens into the room behind. There is also an apparent closet in the southwest corner of the room with a four panel door.

On the second floor the staircase opens into a large common room consisting of the entire east half of the back wing of the building. Along the west wall of this room is a series of doors opening into numbered rooms from when the building was used as a rooming house. The third door from the south end of the wall appears to have opened into a bathroom. The trim is consistent with that already described and door have five horizontal panels. Floors are covered with wall to wall carpet and the ceiling is of panels hung on a metal grid.

There was no access to other parts of the building. The poor condition of the building diminishes its visual and historic integrity.

8. Significance

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Period	Areas of Significance	Check and justify below
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics <input type="checkbox"/> health/medicine <input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education <input type="checkbox"/> industry <input type="checkbox"/> philosophy
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering <input type="checkbox"/> invention <input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ <input type="checkbox"/> landscape architecture <input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> recreation <input type="checkbox"/> law <input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> ethnic heritage <input type="checkbox"/> literature <input checked="" type="checkbox"/> social history
	<input type="checkbox"/> community planning	<input type="checkbox"/> exploration/ <input type="checkbox"/> maritime history <input type="checkbox"/> transportation
	<input type="checkbox"/> conservation	<input type="checkbox"/> settlement <input type="checkbox"/> military <input type="checkbox"/> other: _____

Specific dates	None	Architect/Builder	Unknown
Construction dates	Ca. 1892; ca. 1920; ca. 1925; ca. 1940		

Evaluation for:

☐ National Register ☐ Maryland Register ☒ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Summary Statement of Significance

The Rizer Property Survey District is an example of the subdivision and development of the industrial section of the city of Cumberland through the 19th and 20th century. Located near the railroad and C&O Canal depots, the Rizer Property was platted into eight lots and developed as working class housing and commercial space. The Clara B. Drenning Rooming House, now 19 Harrison St., began on Lot 2 as a duplex and was later reconstructed in the early 20th century to a rooming house, housing railroad and restaurant workers. Although the house is now in severely deteriorated condition, the history of the building's construction and use, as well as the history of the lot on which it stands, provides a window on the social structure of the neighborhood. The garage now numbered 13-15 Harrison St., the only remaining building on Lot 3 of the Rizer Property, operated as an auto repair shop after its construction around 1920. The building to which the garage was attached, now demolished, was a plumbing warehouse in the 1890s and a wholesale confectionary by 1910 and served also as a residence for the owner. The large brick and concrete block building now standing on Rizer lots 4, 5, 7, and 8, was established as an auto-related business ca. 1925, was a "Tire Recap" shop in 1949, and by 1956, housed a "Used Auto Sales" and repair business. This building, and the adjoining parking lot on the corner (Rizer Lot 6), replaced a tight row of shops and residences that lined the corner of S. Mechanic and Harrison Streets from the 1850s into the early 20th century. Now vacant, the buildings of the Rizer Property Survey District reflect the rise and fall of transportation and industry in Cumberland, Maryland and the neighborhoods that served them.

Historic Context

The city of Cumberland, Maryland, sited at the confluence of the Potomac River and Wills Creek, was laid out in 1785. With the topography around the city, it became a point through which most westbound traffic passed. Cumberland by the late 19th century became a major rail and

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transportation center with easy access to the Georges Creek Coal resources. The excellent transportation facilities and the availability of coal for fuel attracted industries such as Kelly-Springfield and Celanese Corporation to the Cumberland area, swelling the population during the late 19th and early 20th centuries and increasing development in those time periods. Today most of these manufacturing industries are gone.

A few pioneering farmers and fur traders initially settled western Maryland in the 1730s and 1740s. At that time Lord Baltimore had just opened Maryland's frontier or "back country" for settlement, and Germans were migrating through the area to create settlements in Virginia. Speculators from eastern Maryland responded by acquiring large tracts for subdivision and resale to German farmers. As settlement progressed, political divisions of the frontier occurred. Until 1748, western Maryland was part of Prince George's County. Afterward it was Frederick County until 1776 when Washington County was formed, covering all of western Maryland. In 1789, Allegany County was carved from the western mountainous region of Washington County, with Cumberland as the county seat.

Settlement was sparse until the close of the French and Indian War in 1763, and the end of Pontiac's rebellion the following year. Cumberland, site of the westernmost Maryland fort, Fort Cumberland, was well situated to serve as a center for the region. General Braddock's road, cut during the French and Indian War to aid in the transportation of troops and supplies westward, now served as a route for the transport of agricultural products to the eastern markets. The track also provided a template for Thomas Jefferson's National Road to access the Ohio territories newly acquired with the Louisiana Purchase in 1804. Construction on the road began in Cumberland in 1811 along Greene Street, near the former site of Fort Cumberland and where much of the town's early development was located.¹

The National Road, which eventually connected with Baltimore via a series of private turnpikes, was an important step in transportation improvements in western Maryland. However, much of the progress in the region and in the town of Cumberland was largely due to the establishment of both the Baltimore & Ohio (B&O) Railroad Company and the Chesapeake & Ohio (C&O) Canal Company in 1828. Following similar routes through Maryland, both companies began construction in 1828 in a race to reach Cumberland and Ohio beyond. The railroad reached Cumberland in 1842 and the canal arrived eight years later in 1850. Providing cheaper transportation options to a region plagued by the expense of transporting products over land, the B&O Railroad and C&O Canal both significantly impacted the city and its industries.

Both the canal and railroad entered Cumberland along the Potomac River from the southeast, sparking the industrial development of that section of the city. These transportation systems and the industry they spawned provided significant employment opportunities and triggered an explosion of working class neighborhoods through the 19th century in Cumberland. "The first substantial community development beyond the general area of the original fort site was on the east side of Wills Creek, on present-day Mechanic Street. Mechanic Street was a focus of commercial and

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residential development, and became a neighborhood populated by the mechanics and artisans of the community."²

Leading industries in Maryland, determined by value of product in 1860 included 1) Flour and Meal; 2) Men's Clothing; 3) Cotton Goods; 4) Sugar, Refined; and 5) Leather. By 1870, the list had changed: 1) Sugar, Refined; 2) Flouring and Grist Mill Products; 3) Men's Clothing; 4) Cotton Goods; and 5) Iron, Forged and Rolled. The leading industries had shifted again by 1880: 1) Men's Clothing; 2) Flouring and Grist Mill Products; 3) Fruits and Vegetables, Canned; 4) Fertilizers; and 5) Cotton Goods. Ten years later in 1890, first was still men's clothing, then brick and stone masonry, canning and preserving fruits and vegetables, with flour milling products dropped to fourth place in value of product. In 1900, flour and grist mill products had dropped again to the number five position behind men's clothing, fruit and vegetable canning, iron and steel, and foundry and machine shop products.³

The value of product trends shown above indicates that Maryland was shifting from an agricultural based economy to one based on manufacturing and factory produced goods. In Maryland, by 1914, more people were working in industry than in agriculture, and more were living in urban areas than in the country.⁴ Outside of Baltimore, nowhere in Maryland was this shift in population more evident than in Cumberland. Between 1887, when Cumberland's population stood at 11,000, and 1910, the city population more than doubled reaching 24,000 according to Sanborn Insurance map tabulations.⁵ "From the mid-19th century to the early 20th century, Cumberland was the second largest manufacturing center in the state...The steel rolling mill on Williams Street [in the neighborhood of S. Mechanic Street] was a major employer in Cumberland from 1870 into the 20th century, and served as a major influence on the development of Cumberland's east side...other leading industries included glass works, iron and steel works, and breweries. Now-defunct industries, which dominated the City during the early 20th century, included Footer's Dye Works and the Kelly Springfield Tire Company, the latter of which located in Cumberland in 1920 and sparked the City's last major building boom."⁶ Writing in 1911, Clarence Weaver described the character of the expanding city:

CUMBERLAND is a City of thirty odd thousand inhabitants with its suburbs a large share of whom are supported by the railroads and manufactories.

There are many factories, mills and plants of various kinds, among which are N. & G. Taylor Tin Plate Company; U.S. Rail Company; Potomac Glass Company; Wellington Glass Company; Eastern Glass Company; Maryland Glass Etching Works, Cumberland Gas Light Company, Edison Electric Illuminating Company, Klots Throwing Company, Silk Mills, McKaig Foundry and Machine Works, Cumberland Steel and Shafting Works, Footer's Dye Works, United States Tannery, four large Milling Companies, several Planing Mills, Sash and Door factories, Candy Factories, Distilleries, Breweries, Brick Yards, Garages, etc.⁷

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Activity on the National Road picked up as well in the early 20th century with the advent of the automobile, becoming part of a major transcontinental route by the 1920s. The well-developed network of roads and rails enhanced suburban growth around Cumberland as people began to move out of city the center. After struggling through several devastating floods, the closure of the C&O Canal in 1924, and the Depression of the 1930s, World War II industrial needs brought a fresh infusion of manufacturing work for Cumberland's largest industries, Kelly-Springfield Tires and the Celanese Corporation (est. 1924), and continued the suburban expansion of Cumberland.

Despite the boost following WWII, the decline of the railroad and manufacturing industries through the later decades of the 20th century accelerated the deterioration of Cumberland's economy and a disappearing population. Indicative of the growing importance of the automobile and trucking, Interstate Highway 68 cut through the center of town forever altering the city's appearance and its neighborhoods.

Resource History

Martin Rizer, Jr. was a gunsmith, making the Kentucky Long Rifle in Cumberland by 1800 and continuing the trade of his father.⁸ Through the first half of the 19th century, Martin Jr. was active in the development of several Allegany County land tracts both large and small. In 1838, he was appointed by the Maryland General Assembly as a commissioner to extend the road from the "Pennsylvania line, and in a southern direction to intersect the Old town road."⁹ By 1850, at the time the U.S. census was taken, Martin Rizer, Jr. (now Sr.) was 75 years old and listed as a "Gentleman." He shared his modest home (\$4,000) in Cumberland with his wife Mary, three of his sons, Thomas, Charles, and George, daughter Roxanne, and a "Wagoner" named Zimerly Twigg.

Martin L. (Luther) Rizer, likely the oldest son of Martin Rizer, Jr. (now Sr.), was listed in the 1850 and 1860 census records (erroneously as "Wm L. Rizer" in 1850) with his wife Mary C. and their children. His occupation by 1850, at age 33, was that of "Gunsmith," following the trade of his father and grandfather. In 1848, Martin L. Rizer purchased several lots of a small subdivision made by his father on land near the railroad, and near the future location of the C&O Canal basin. With the canal and railroad running through, this southeast part of the city of Cumberland was quickly developing as the industrial section of town. The "Rizer Property," located in the northwest corner of the block bordered by S. Mechanic St., Harrison St., S. Center St., and Williams St., was divided into eight lots.

Rizer Lots 1-3

Lot 1 - #21 Harrison St., now vacant

Lot 2 - #19 Harrison St., the Clara B. Drenning Rooming House

Lot 3 - #13-15 Harrison St., north half vacant, south half with brick garage

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Martin L. Rizer purchased Lots 1, 2, and 3, fronting 75 feet on Harrison Street and 105 feet back, from Martin Sr. and Mary Rizer in 1848 and 1854.¹⁰ But in 1857, probably immediately following the death of Martin Rizer, Sr., Mary Rizer resold Lots 1 and 2 to sons Martin L. Rizer (Lot 2) and Jacob Rizer (Lot 1).¹¹ Lot 3 appears to have been sold to son Charles. Lot No. 2, as purchased in 1857 by Martin L. Rizer from his mother Mary Rizer, was described as beginning at the end of the first line of Lot 1 "at the end of 54 ft on Harrison St. from the east edge of the stone wall along the west side of the Mill Race where it intersects the said street." It then continued along the street 50 feet, then south 100 feet "to an alley," then east along the alley 50 feet to the end of the second line of Lot 1, and then to the beginning.¹² The three lots were recombined by 1884 under a trustee, James Ellegood (Ellegrad) and sold to Matilda Boward.¹³

Lot 2 was subdivided and improved sometime before 1871. The east half parcel was purchased in 1871 by John A. Wolfe from Jacob Rizer for \$1,100, indicating a building was already in place.¹⁴ The 1870 census for Cumberland listed John Wolfe in the household of his father Andrew, but they were living in the "dwelling house" occupied by Jacob Rizer, his wife and daughter (on Lot 8 on S. Mechanic St., see below). Both Andrew and John Wolfe were tailors, listed as immigrants from Bavaria. Living in the house on Lot 1 (#21) in 1870 was the family of John Boward, a cabinet maker, including his son Leonard, a 19-year old carpenter. By 1884, the Wolfe parcel was rejoined with the west half of Lot 2, the whole lot being in the hands of trustee, James Ellegood (Ellegrad), and was sold to Matilda Boward.¹⁵ Then, sometime later in the 1880s Charles L. Rizer (son of Martin Rizer) purchased the lot from Leonard R. Boward, husband of Matilda Boward.¹⁶ It appears that Charles Rizer was the developer of a duplex on Lot 2, shown on the 1892 Sanborn map as 11 and 13 Harrison St. (see attached). The duplex later appeared on the 1897 and 1904 Sanborn maps labeled as 15 and 15 ½ Harrison St. (see attached). By 1910, and also in 1921, the duplex was again numbered 11 and 13 Harrison Street. It is likely that the Charles Rizer duplex on Lot 2 served as a rental property throughout his ownership.

By the time of the 1887 Sanborn map, Lots 1 and 2 were improved with residences. In addition to the dwelling on the east half of Lot 2, there was a larger house on Lot 1 owned by the Boward family.¹⁷ Both the 1904 and 1910 Sanborn maps and the 1906 "Bird's eye view of Cumberland," show the whole Rizer Property and surrounding blocks as an industrial area interspersed with small, closely spaced residential units (see attached).

Lot 3, vacant until the 1897 Sanborn map showed a "Plumbing" warehouse on the lot. In 1904 the building housed a "Hand Printing" establishment. Part of the 1884 deed from trustee Ellegood to Matilda Boward, Lot 3 was owned by Robert R. Henderson in 1906 when he sold the improved lot to William Brashears.¹⁸ Brashears defaulted on his mortgage on the property and in 1911, it was sold at public sale to George W.F. Webster for \$3,600.¹⁹ Then in 1915, Webster purchased a 4-foot wide sliver of Lot 8 that projected into Webster's Lot 3 (see 1866 Rizer plat).²⁰ This purchase allowed George Webster to construct a brick garage across the full width of the rear of his "Confectionary Warehouse" building (see 1921 Sanborn map).

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Also in 1915, by two conveyances, the west and east halves of the Lot 2 duplex were sold by what appears to be the heirs of Charles Rizer. The west half of the duplex on Lot 2 was sold by William P. & Sarah Rizer, Ralph L. & Mabel Rizer, and Harry C. & Mary Rizer, giving a life estate to Amanda Rizer and the remainder to Lillian W. Martin. The east half of the duplex on Lot 2 was sold by Ralph L. Rizer, Harry C. Rizer, and Lillian Martin and spouse, again giving a life estate to Amanda Rizer and then the remainder to William P. Rizer to own.²¹ William P. Rizer, a German Brewing Company manager, sold his half (east) of the duplex and lot to Lillian Martin in 1920.²² The duplex, still shown on the 1921 Sanborn map as 11 and 13 Harrison St., was occupied by renters at the time of the 1920 census. Charles Burlick [?], an Austrian immigrant who worked as a bartender, lived with his family in #11. Mrs. Charles Wagner occupied #13 with a "roomer" named Sadie Smith, who worked as a waitress.

The use of the duplex on Rizer Lot 2 as a rental property was typical of many of the buildings in the neighborhood. Census records from 1920 and 1930 indicate that all of the dwellings located on the S. Mechanic St. side of the Rizer Property (Lots 7 and 8) were occupied by tenants. Only two owners actually lived in their houses, both on Harrison Street on either side of the Lot 2 duplex. Leonard Boward, a carpenter, and his wife Matilda were living with their daughter Ethyl in the large house on Rizer Lot 1 on Harrison St. (now #21 Harrison St. but no longer standing) in both the 1920 (#15) and 1930 (#21) census. George W.F. Webster lived in part of the building on Lot 3 in 1920, then numbered 9 Harrison St. (now 13-15 with only the garage still standing), where he operated his "Wholesale Confectionary" and built a brick "Auto" garage behind the building (see 1921 Sanborn).

The Martin's conveyance of the property in 1923, then owners of both sides of Rizer Lot 2, revealed that even as late as 1923, the duplex was still on the lot. Purchased by Clara Belle Drenning, the lot was described as fronting 37 feet on the south side of Harrison St., and 105 feet back; the same dimensions of the "whole lot as conveyed to the said Charles L. Rizer by the said Leonard R. Boward and wife...and upon which is situated the dwellings known and numbered now 17 and 19..."²³

It appears that it was Clara B. Drenning who altered or rebuilt the house on Lot 2 to its current appearance, sometime between 1923 and 1930. Although there is no Sanborn map available between 1921 and 1949, by 1949 the house, then numbered 19 Harrison St., was converted or reconstructed as a single-family dwelling and a two-story duplex was located in the south half of the lot (backyard; see attached). The 1930 census record listed Clara Drenning at 19 Harrison St. At age 50, Drenning owned her house valued at \$7,000. She described her occupation as "housekeeper" in a "rooming house." She worked in that capacity in her own house, which included two "roomers," Michael McCarty and Frank Shea, who both worked construction on the "Steam Railroad." Also listed at 19 Harrison St., but in separate households (probably in the duplex in the rear) was the family of Mollie Blackford, who paid \$24 per month rent and worked as the cook for the Drenning rooming house, and the family of Maude Emerick [?], who also paid \$24, and whose son worked for the railroad.

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Clara Drenning devised the house and lot numbered 19 on Harrison Street to Alma S. Willison in her will and the property was sold in 1951 by Willison to Carrie B. Poling.²⁴ Three years later Carrie Poling, described as a widow, sold the Lot 2 property to the Second National Bank of Cumberland, as trustee.²⁵ The property then passed through thirteen years of bank ownership until it was sold in 1967 to the Potomac Valley Television Company.²⁶ Lot 3 was owned by George Webster and his wife Betty Jane until 1967 when they sold the property to Yale and Sarah Lewine; the Lewines sold to the Potomac Valley Television Company in 1970.²⁷ Lot 1 became a parking lot probably about the time that the Interstate 68 on-ramp was constructed along the lot's eastern boundary (see attached ca.1960 photograph of Lot 1 and #19 Harrison St.) The television/cable company occupied the house, used as a main office, and adjoining lots (Rizer Lots 1 and 3) through various name changes until 2005, when the property was conveyed to the Canal Place Preservation and Development Authority.²⁸

Rizer Lots 4-8

Lot 4, s/half of Lot 5, part of Lot 7, and Lot 8 occupied by the Dantzic Building
Lot n/half of Lot 5, 6, and part of Lot 7, parking lot

In 1858, the remaining Rizer lots numbered 4 through 8 were involved in an equity suit (Equity Case No. 1192), for which a plat was drawn (see attached).²⁹ Jacob Rizer purchased Lot 8 "at private sale...with the log dwelling house and improvements thereon," for \$500 from William McKaig and the widow Mary Rizer. Then in 1870, Jacob Rizer received Lots 4, 5, and 7 from court trustee William McKaig.³⁰

Certainly Lot 6 was also part of this equity proceeding but deeds were not located prior to the "notorious" ownership of J. Jones Wilson beginning around 1890. The lot was acquired by Dr. J. Jones Wilson from Dr. Wm McCormick in 1891 and by his wife Maria J. Wilson from Benj. Richmond, Attorney, in 1888.³¹ The Jones ownership, which lasted until 1955, was described in 1955 as 200-202-204 South Mechanic St. (Lot 6) and 3 (Lot 6)-5-7-9 Harrison St. (Lot 5), "...being in part all that certain property continuously, notoriously and adversely used and occupied by the said J. Jones Wilson and Maria J. Wilson, their heirs and devisees, for a period of more than sixty (60) years."³² The 1887 Sanborn map shows a 3-story building on Lot 6, labeled "Rags & Junk," with three adjoining tenements on Harrison Street, and again in 1892. In 1897 it was a "Second Hand Shop." The 1904 and 1910 Sanborn maps showed "Produce" in the 3-story Lot 6 building. Lots 5 and 7 also had commercial buildings on them throughout the Sanborn map series, Lot 7 a "grocery" and Lot 5 variously a dwelling, shed, and plumbing shop (see attached).

The Rizer Property was already relatively well developed by the time of the 1887 Sanborn map. In addition to the dwelling on the east half of Lot 2, and a larger house on Lot 1 (see above), there was a "Candy" shop and dwelling on Lots 7 and 8, and a commercial building and three tenements on Lots 6 and 5.³³ Both the 1904 and 1910 Sanborn maps and the 1906 "Bird's eye view

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of Cumberland," show the Rizer Property block and surrounding blocks as an industrial area interspersed with small, closely spaced residential units (see attached).

Much of the development on Lots 5, 7, and 8 that appears on the early Sanborn maps and the 1906 "Bird's eye view," was apparently in place by the 1870s. Deeds for Edward Mulvaney's four purchases in the 1870s and 1880s, which recombined most of Lots 5, 7, and 8 of the Rizer subdivision, provide descriptions of improvements on the lots. Mulvaney purchased Lot 7 in 1871 for \$575 from Jacob and Mary Rizer. This deed noted the lot adjoined the lot (Lot 8) on which was the "Rizers frame house," which by 1872 was referred to as the McCusker home.³⁴ McCusker sold a 10-foot wide section of Lot 8 to Mulvaney in 1872, apparently to serve as an alley adjoining Lot 7.³⁵ Sometime after 1881, the McCuskers defaulted on a \$1,000 mortgage from Samuel P. Smith, losing their house on Lot 8, and in 1887, Mulvaney bought Lot 8 from the trustees of the estate of Samuel P. Smith with "the frame house on said lot," for \$700.³⁶ The southern half of Lot 5 was purchased by Edward Mulvaney in 1877 for \$200 from William and Columbia Price, with use of an 8-foot wide alley "back to the said above described lot from Harrison St."³⁷ Lot 5 was purchased by Charles Sumerladt (Somerlott) from Jacob and Mary Rizer in 1871 for \$800.³⁸ It appears that Sumerladt subdivided Lot 5, selling the southern half to Price (no deed reference).

Edward Mulvaney, in his 1897 will, devised all of his Rizer lots to Edward J. Decker.³⁹ Andrew Kolb purchased the lots from Decker in August 1920, a parcel described as "all those lots...on or near the east side of S. Mechanic St...together forming one parcel."⁴⁰ Lots 7 and 8 were then sold by Kolb to Jacob and Libby Dantzic in November 1920 with "the brick store and dwelling Nos. 56 and 58" fronting on S. Mechanic St. (see 1949 Sanborn).⁴¹ According to the 1929 Cumberland City Directory, Jacob Dantzic was an optometrist with an office on N. Centre Street. It is likely the Rizer lots were purchased as investment properties. On the 1920 and 1930 census records all of the dwellings located on the S. Mechanic St. side of the Rizer Property (Lots 7 and 8) were listed as rented.

Probably around 1925, the Dantzic family began developing Lots 7 and 8 with a new brick commercial building replacing to former Rizer/McCusker frame house. Jacob and Libby Dantzic purchased Lot 4 from Arthur and Lillian Amick in 1928, which Amick purchased from Jacob Rizer, "with improvements," in 1884 (see 1887 Sanborn map).⁴² The addition of Lot 4, and at some point Lot 5, to the Dantzic property allowed for the future extensive enlargement of the building. By the time of the 1949 Sanborn map, the Dantzic property was filled with a winding concrete block building with its brick façade, #210 S. Mechanic St., and labeled "Tire Recap" (see attached). City directories from 1929 and 1935 listed 210 S. Mechanic St. as a vacant building.⁴³ But in the 1939 directory the building housed the "Zimerla Auto Shop," operated by Raymond L. Zimerla and Raymond F. Ackerson and specializing in "Auto Collision Service, Body and Fender Specialists, Frame, Wheel and Glass Service."⁴⁴ The address listed in 1939 was 210 S. Mechanic St. and 11 Harrison St. for the concrete block addition located on Lot 4.⁴⁵ By 1956 the building was used as a used car sales office and buildings on Lot 6 and part of 7 were demolished to provide a used car display parking area (see 1956 Sanborn).

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Lots 4, 5, 6, 7, and 8, came to the Canal Place Authority after 60 years of ownership by the Dantzig family. Still described in the year 2000 deed with the "brick store and dwelling Nos. 56 and 58," known as the "Dantzig Building," this parcel in fact had the brick and concrete block building that replaced the "brick store and dwellings" around 1925. Similarly, Parcel 4 of this deed described as all of Lot 6, began at a point 53 feet "from the intersection of the Northeasterly side of South Mechanic Street with the Southerly side of Harrison Street; said reference line being co-incident with the front face of the several brick buildings erected upon said premises..."⁴⁶ None of these buildings were standing at the time the parcel was conveyed in 2000, despite this description.

The Dantzig parcels, covering the majority of the historic Rizer Property passed from Jacob and Libby Dantzig through the family to Ethyl Dantzig by several conveyances.⁴⁷ Ethyl B. Dantzig died in March 1994 and American Trust Bank, trustee for her estate, sold the parcels to Irvin Dantzig, of Forest City, NC.⁴⁸ In 1999, Irvin Dantzig sold the property to Edward and Joni Hedrick, who then sold it to Canal Place in 2000.⁴⁹

By the 1950s, the Rizer Property lots reflected the general trend in Cumberland toward suburban residential development. In the industrial southeastern section of old Cumberland, the mix of industrial, commercial, and residential uses appeared to be a more focused concentration of industrial and commercial uses. But while all of the dwellings on Rizer Lots 5, 6, 7, and 8 were gone, the Clara Belle Drenning Rooming House and the Boward house were still standing and described as "Dwellings" on the 1956 Sanborn map. In the 1960s, the construction of Interstate 68 through the center of the block on which the Rizer lots are located severely impacted the adjoining neighborhood. The Boward house (#21 Harrison) was demolished, probably in preparation for construction of the highway, and eventually the frame house on Lot 3 (13-15) was demolished as well. As the nearby factories closed, the blighted neighborhood was all but abandoned.

9. Major Bibliographical References

Inventory No. AL-IV-A-170

- Allegany County Land Records, Allegany Co. Courthouse, Cumberland, MD.
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Reed, Paula S., "Final Report, Historic Property Evaluations, Washington, Allegany and Garrett Counties, Maryland," March 7, 2000 (Revised July 11, 2000).
Sanborn Insurance Co. Maps, Enoch Pratt Free Library, www.epfl.net
Schwartz, Lee G., Albert L. Feldstein, and Joan H. Baldwin, *A Pictorial History, Allegany County*, Virginia Beach, VA: Donning, 1980.
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Wallace, Roberts & Todd, "Canal Place Management Plan," October 1995.
Ware, Donna M., *Green Glades and Sooty Gob Piles*, Crownsville: Maryland Historical Trust, 1991.
Weaver, Clarence E. *STORY OF CUMBERLAND, MARYLAND; THE QUEENCITY OF THE ALLEGHANIES*, The Eddy Press Corporation, 1911, as reproduced on <http://www.rootsweb.com/~mdallegn/cumberla.htm>, 2001.
Williams, T.J.C., *History of Allegany County*, (1923); reprint, Baltimore: Regional Publishing Co., 1969.

10. Geographical Data

Acreage of surveyed property 23,819 sq. ft.
Acreage of historical setting 23,819 sq. ft.
Quadrangle name Cumberland Quadrangle scale 1:24,000

Verbal boundary description and justification

The boundary of the Rizer Property Survey District is defined by the boundaries of Parcel 7154A, Parcel 7159A, Parcel 7158A, and Parcel 7161A on Allegany Co. tax map 104, see attached section of plat drawn for Canal Place Preservation and Development Authority.

These boundaries include all of the historic Rizer Property, Lots 1-8, as subdivided by Martin Rizer, Jr. before 1848. Lots 4-8 are shown on the attached 1866 equity plat.

11. Form Prepared by

name/title Paula S. Reed, Ph.D., architectural historian; Edie Wallace, historian
organization Paula S. Reed & Assoc., Inc. date 28 December 2005
street & number 1 W. Franklin St., Suite 300 telephone 301-739-2070
city or town Hagerstown state Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
DHCD/DHCP
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Maryland Historical Trust

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Endnotes

¹ Wallace Roberts & Todd, "Canal Place Management Plan," October 1995, p. 37.

² Ibid, p. 41.

³ Eleanor Bruchey, "The Industrialization of Maryland, 1860-1914," in Walsh and Fox, p. 483,484.

⁴ Bruchey, p. 396, citing U.S. Department of Commerce, Bureau of the Census, Census of Manufactures: 1914, I, 553.

⁵ 1887, 1892, 1897, 1904, and 1910 Sanborn Fire Insurance maps, Cumberland, Enoch Pratt Free Library, Baltimore, MD.

⁶ Wallace Roberts & Todd, p. 43.

⁷ Weaver, Clarence E. *STORY OF CUMBERLAND, MARYLAND; THE QUEENCITY OF THE ALLEGHANIES*, The Eddy Press Corporation, 1911, as reproduced on <http://www.rootsweb.com/~mdallegn/cumberla.htm>, 2001.

⁸ www.gun-data.net/kentucky_rifles_manufactuers.htm.

⁹ *Archives of Maryland Online*, Vol. 598, page 41, www.mdarchives.state.md.us.

¹⁰ 1848, DB HR4, p. 143 and 1854, DB HR11, p. 613, cited in DB 61, p. 266; it was this 1884 deed that described the Rizer lots as the "Rizer Property."

¹¹ DB 15, p. 522 (Lot No. 1), and DB 15, p. 511 (Lot No. 2). It is likely these were a release of her dower right as a widow.

¹² DB 15, p. 511.

¹³ DB 63, p. 57, as referenced in DB 720, p. 919.

¹⁴ DB 33, p. 676.

¹⁵ DB 61, p. 266.

¹⁶ DB 63, p. 57, as referenced in DB 720, p. 919.

¹⁷ Lot 1 remained in the Boward family through several wills until 1971 when it was sold to Potomac Valley Television (DB 443/227).

¹⁸ 1906 owner Robert R. Henderson sold Lot 3 to William Brashears (deed reference unknown).

¹⁹ Mortgage Bk. 42, p. 478; DB 109, p. 59.

²⁰ DB 116, p. 476.

²¹ DB 117, pp. 383 and 385.

²² DB 135, p. 97. The Herman and Stacia Miller Photographic Collection includes a photo of William P. Rizer standing in the door of the German Brewing Co. of Cumberland (#1166), available on the City of Cumberland website, www.ci.cumberland.md.us

²³ DB 143, p. 361.

²⁴ WB V, p. 473, as cited in DB 232, p. 688.

²⁵ DB 259, p. 369, 18 June 1954.

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²⁶ DB 371, p. 8, 13 April 1964, First-Second National Bank & Trust Co., trustee, to Pittsburg National Bank, executor for McKaig estate; DB 413, p. 223, 30 September 1967, Pittsburg National Bank, executor for W. Wallace McKaig estate (d. Jan. 1963) to Potomac Valley Television Co., Inc.

²⁷ DB 408, p. 65 and DB 442, p. 215.

²⁸ DB 540, p. 856, 1 July 1983, Potomac Valley Television Company, Inc. to Community Realty (Parcel 4); DB 669, p. 556, 19 February 1999, Community Realty, Inc., a subsidiary of TCI to TCI Cablevision of Maryland; DB 720, p. 919, 8 July 2003, TCI Communications to TWfanch-One Co., Delaware; DB 728, p. 458, 1 April 2004, TW Fanch-one Co. to Charter Communications VI LLC; DB 1171, p. 39, 28 July 2005, CCVI Western MD LLC to Canal Place.

²⁹ Allegany Co. Judgment Record Book 11, pp. 378-379, MSA S 1531-819, Plats.net, www.mdarchives.state.md.us.

³⁰ DB 17, p. 85 and DB 33, p. 209.

³¹ DB 76, p. 31 (1891, McCormick to J. Jones Wilson) and DB 65, p. 440 (1888, Richmond to Maria Wilson). On the 1870 census, Jacob Wilson was listed as a 21-year old "student of medicine" living in the household of Dr. William McCormick, a "Physician."

³² DB 267/539 in May 1955 for \$12,000; from the estate of Frank M. Wilson, WB W, p. 483; DB 224, p. 102, 1949 deed from Nellie Wilson Footer and Jeanne A. Wilson to Frank M. Wilson; all as cited in DB 621, p. 299, 14 November 1994 to Irvin Dantzic, of Forest City, NC from American Trust Bank, for the estate of Ethyl B. Dantzic (d. March 1994).

³³ Lot 1 remained in the Boward family through several wills until 1971 when it was sold to Potomac Valley Television (DB 443/227).

³⁴ DB 33, p. 499.

³⁵ DB 34, p. 715.

³⁶ DB 56, p. 389; DB 64, p. 200.

³⁷ DB 49, p. 133.

³⁸ DB 33, p. 675.

³⁹ WB G, p. 362.

⁴⁰ DB 134, p. 153.

⁴¹ DB 134, p. 677

⁴² DB 157, p. 361; DB 61, p. 351.

⁴³ 1929 R.L. Polk Cumberland City Directory, p. 847; 1935 City Directory, p. 623, Allegany Co. Library, Cumberland, MD.

⁴⁴ 1939 City Directory, p. 650, Allegany Co. Library, Cumberland, MD.

⁴⁵ Ibid, pp. 719 and 699.

⁴⁶ DB 681, p. 912, 5 May 2000, to Canal Place Preservation and Development Authority from Edward C. Jr. and Joni R. Hedrick.

⁴⁷ 1990 (DB 590, p. 719); in 1942 (DB 194, p. 448); and in 1934 (DB 171, p. 467).

⁴⁸ DB 621, p. 299, 14 November 1994.

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Continuation Sheet

Number 9 Page 3

⁴⁹ DB 669, p. 395, 15 March 1999, to Edward and Joni Hedrick from Irvin Dantzic; DB 681, p. 912, 5 May 2000, to Canal Place Preservation and Development Authority from Edward C. Jr. and Joni R. Hedrick.

HARRISON STREET
(R-O-W VARIES)

REMOVE STEEL
GUARD FENCE

REMOVE EX. DEPRESSED CURB
& SLOPING SIDEWALK, VIF

SAWCUT EX. PAVEMENT
REMOVE EX. CONC. CURB
& CONC. SIDEWALK

SAWCUT PAVEMENT
FOR HYDRANT

FOUND IRON BAR
W/BENNETT CAP
- AS OF
OCTOBER 12, 2000

N/F
CANAL PLACE PRESERVATION
DEVELOPMENT AUTHORITY
L881 / F912
PARCEL NO. 7154A
TAX ID NO. 013417
DISTRICT 04

REMOVE AND DISPOSE
OF BIT. PAVING

REMOVE EX.
CHAIN LINK
FENCE

REMOVE EX.
PAVEMENT
Lot No. 3

N/F
CHARTER COMMUNICATIONS VILLCO
L720 / F919
PARCEL NO. 7159A
TAX ID NO. 026683
DISTRICT 04
FIRST PARCEL
2989.1 SQ. FT.
0.07 ACRES

N/F
CHARTER COMM. VILLCO
L720 / F919
PARCEL NO. 7159A
TAX ID NO. 026683
DISTRICT 04
SECOND PARCEL
159.0 SQ. FT.
0.00 ACRES
EX. 1 STORY
BLOCK BUILDING

N/F
CHARTER COMMUNICATIONS VILLCO
L720 / F919
PARCEL NO. 7158A
TAX ID NO. 034763
DISTRICT 04
3896.3 SQ. FT.
EX. 0.09 ACRES

REMOVE EX. FENCE

N/F
CHARTER COMMUNICATIONS VILLCO
L720 / F919
PARCEL NO. 7161A
TAX ID NO. 024591
DISTRICT 04
3875.7 SQ. FT.
0.09 ACRES

MECHANIC STREET
(R-O-W VARIES)

N/F
STEINLA TRANSPORTATION COMPANY, INC.
-TO-
STATE ROADS COMMISSION, STATE OF MARYLAND
L325 / F54
-TO BE CONVEYED TO-
MAYOR AND CITY COUNCIL, CITY OF CUMBERLAND
(NO RECORD OF DEED FOUND)

REMOVE EX. 64
LF OF CHAIN
LINK FENCE

REMOVE AND DISPOSE
OF BIT. PAVING

BUILDING TO
REMAIN

N/F
CHARTER COMMUNICATIONS VILLCO
L720 / F919
PARCEL NO. 7160A
TAX ID NO. 049667
DISTRICT 04
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0.13 ACRES

SAWCUT EX.
PAVEMENT, VIF

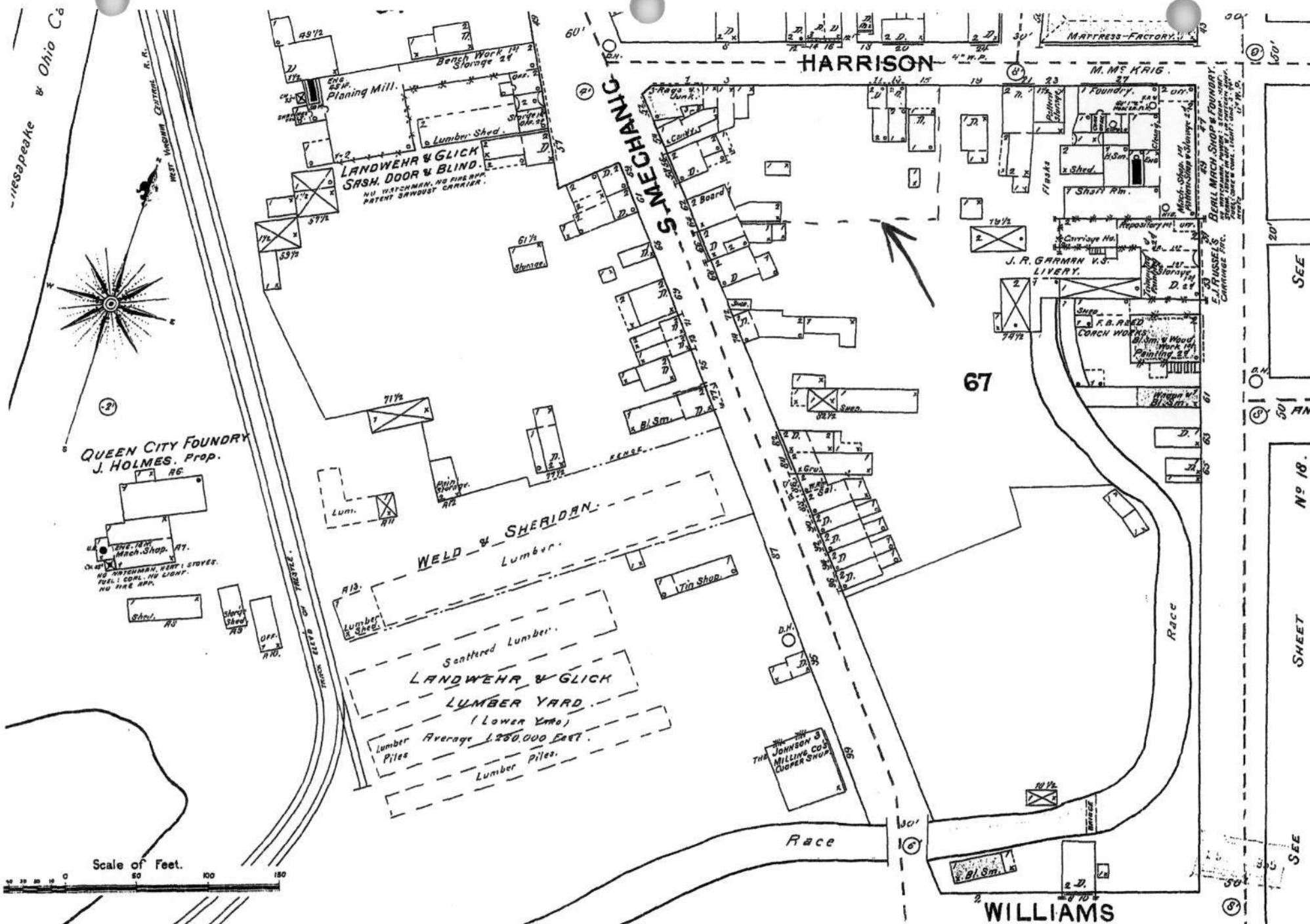
AL-IV-A-170 Rizer Property Survey Dist.
Cumberland, Allegany Co., MD
Site Plan and District Boundary
#0 Exterior photo number
and view

ON-RAMP TO
I-68 (WEST)

ONE WAY

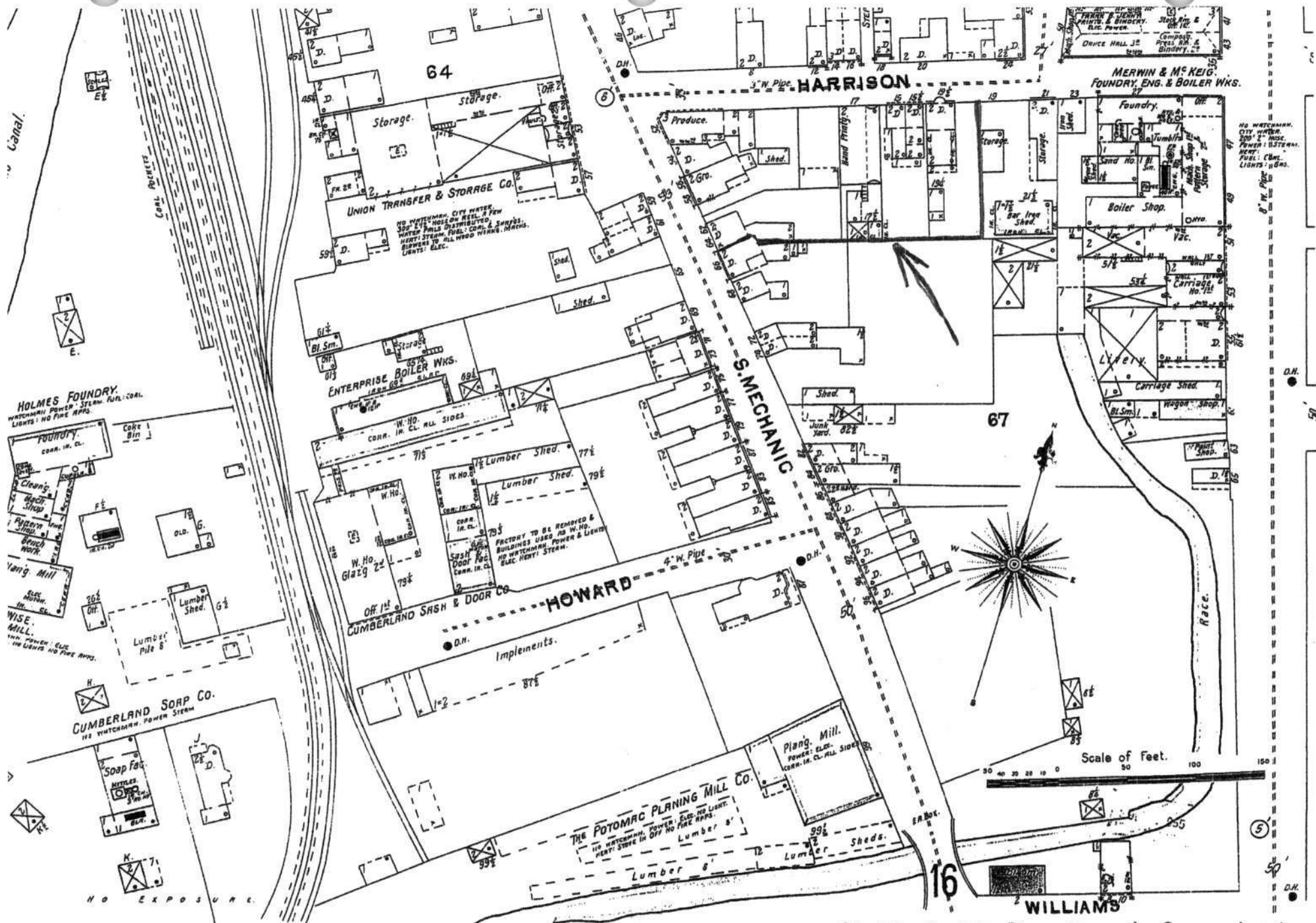
is in the City of Cumberland
belonging to the Estate of the late
Charles Ligonier and his heirs &c.
1837

Thomas J. White
Surveyor of Allegany Co.



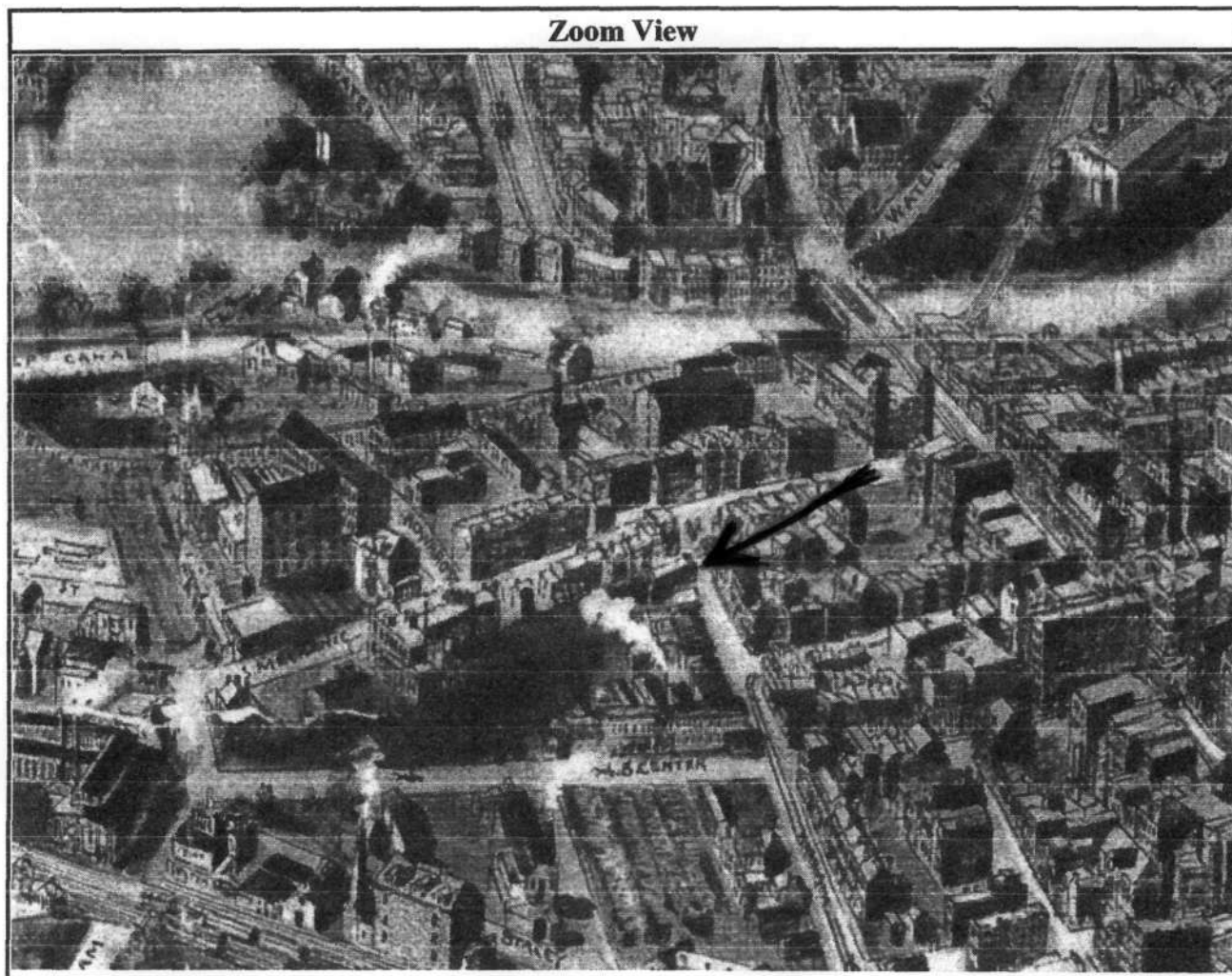
1892 Sanborn Map
(district boundary annotated)

AL-IV-A-170 Rizer Property Survey Dist.
Cumberland, Allegeny Co., MD



Bird's eye view of Cumberland, Maryland 1906. By Thaddeus M. Fowler.

To change view, select desired zoom level and window size from the options below the Zoom View window and then click on the image. The display will be centered where you click. To move up, down, left, or right within a zoom level, click near the edge of the image in the Zoom View or select an area in the Navigator View. The red box on the Navigator View indicates the area of the image being viewed in the Zoom View.



Zoom In ☐ ☒ ☐ ☐ ☐ Zoom Out

F

AL-IV-A-170 Rizer Property Survey Dist.
Cumberland, Allegany Co., MD
1906 Bird's Eye View of Cumberland
www.loc.gov

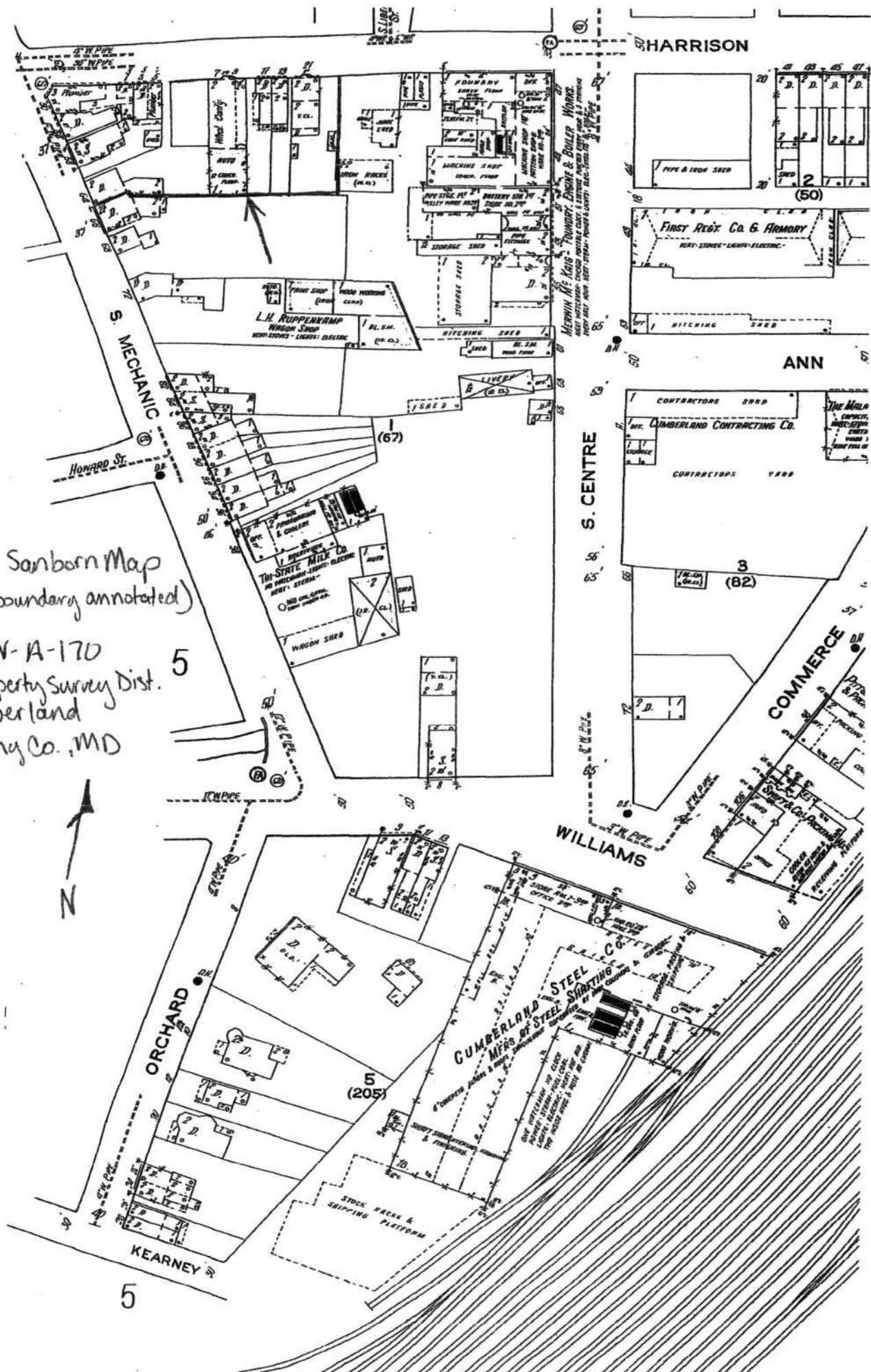
Window size ☐ 256 x 256 ☐ 400 x 400 ☐

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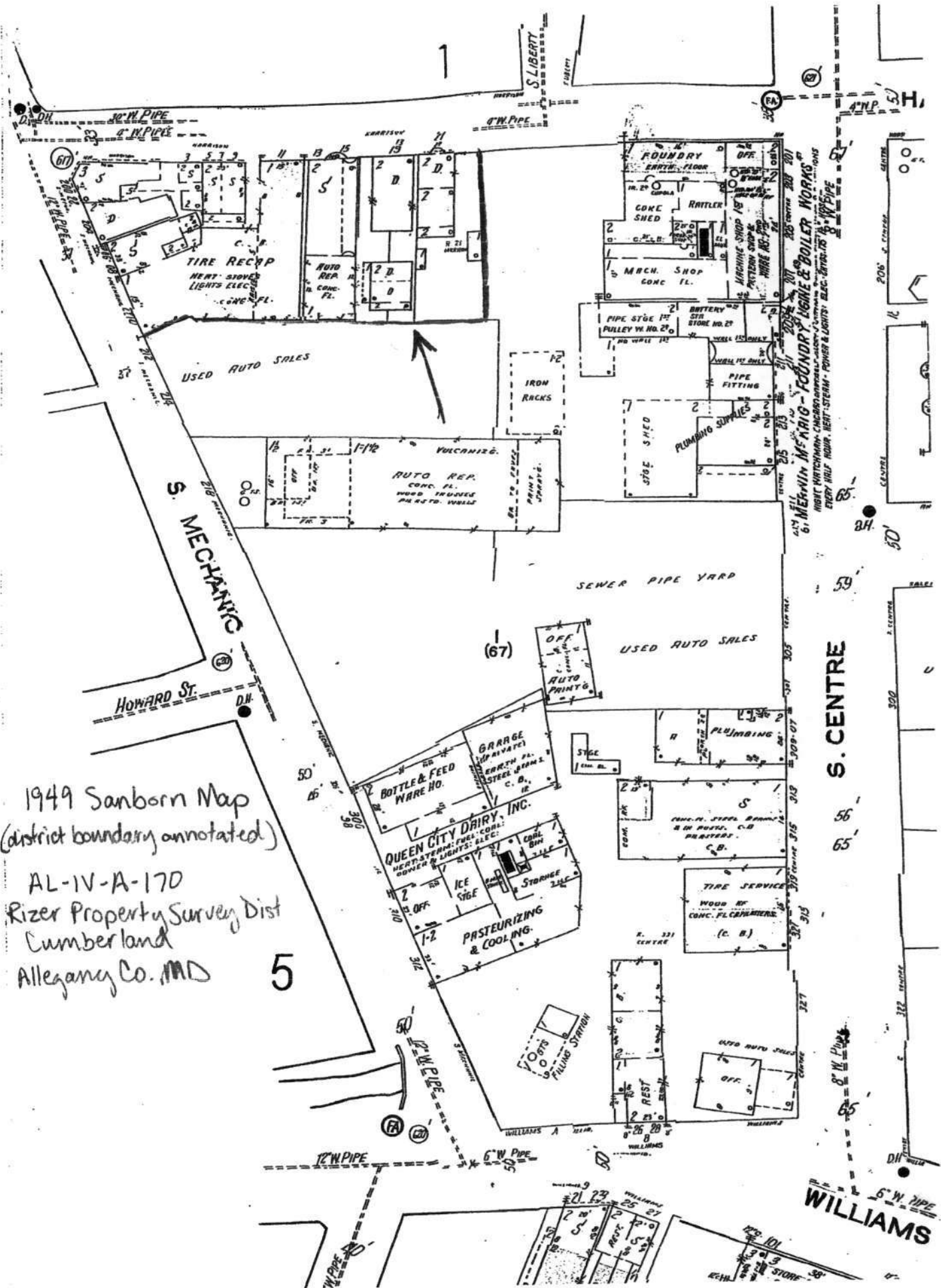
1921 Sanborn Map
(district boundary annotated)

AL-IV-A-170
Rizer Property Survey Dist.
Cumberland
Allegany Co., MD



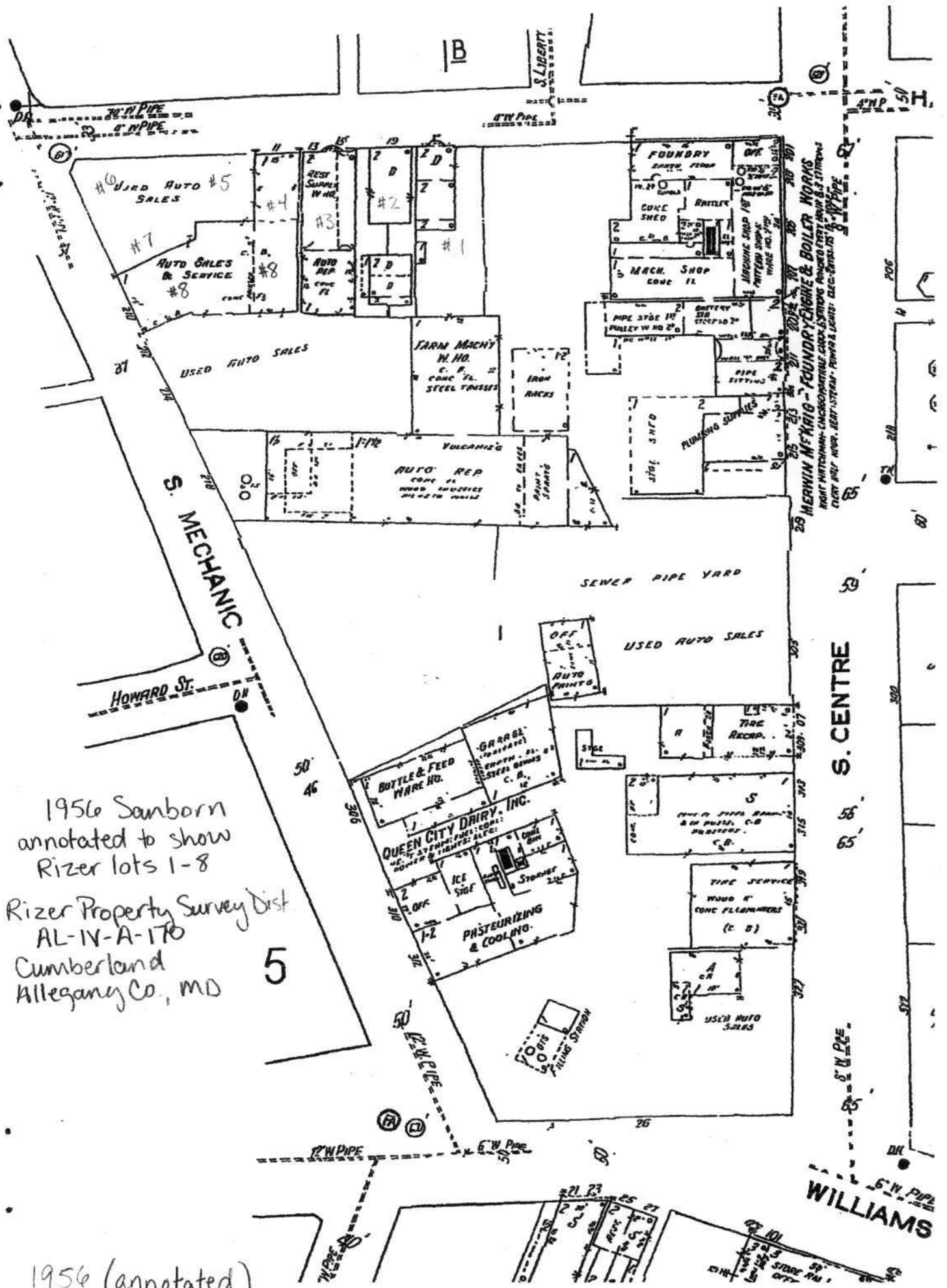
1949 Sanborn Map
(district boundary annotated)

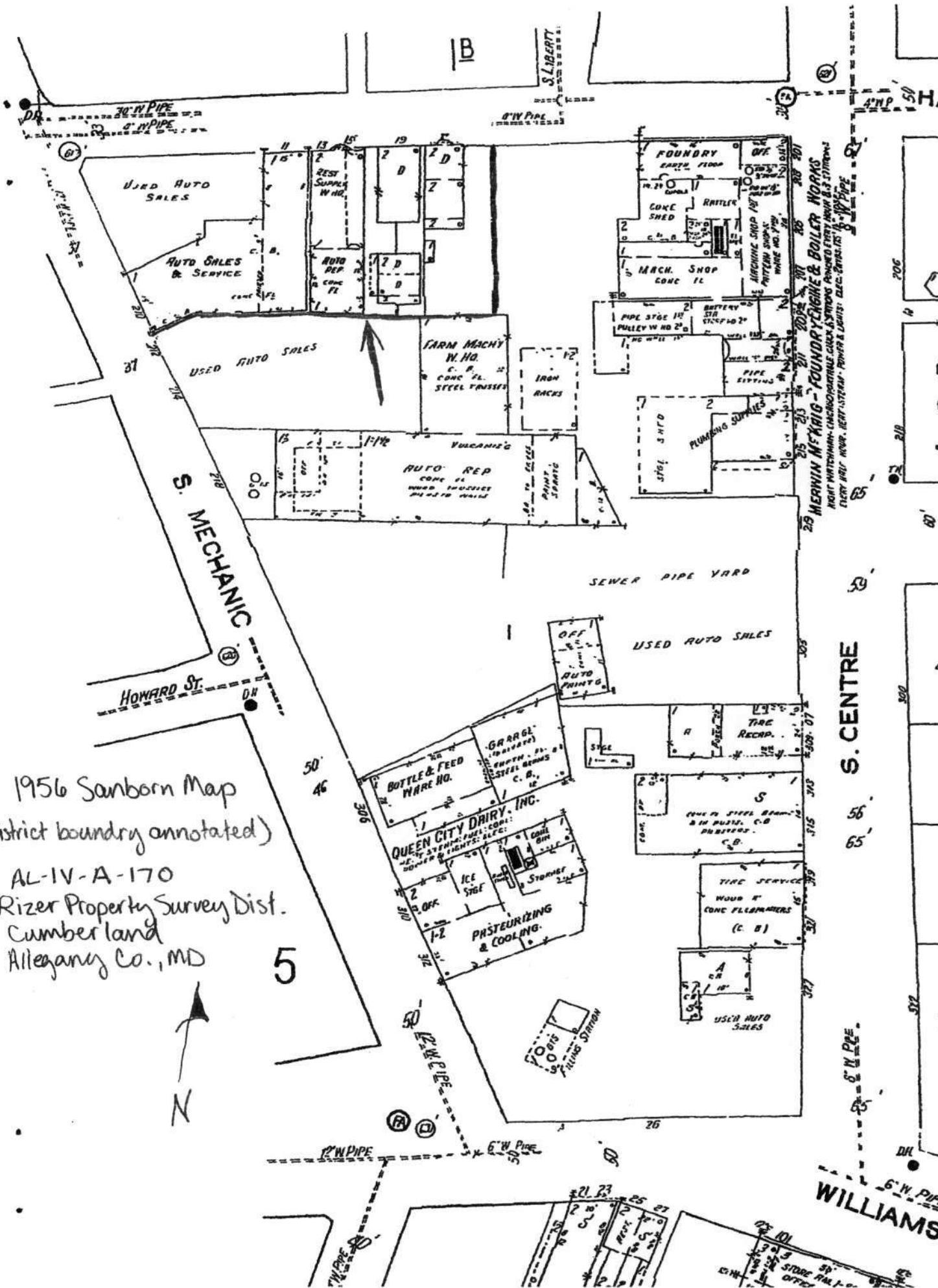
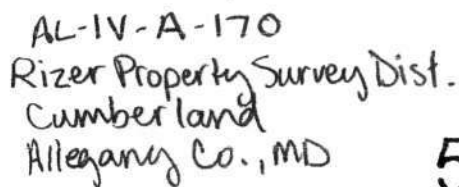
AL-IV-A-170
Rizer Property Survey Dist
Cumberland
Allegany Co. MD

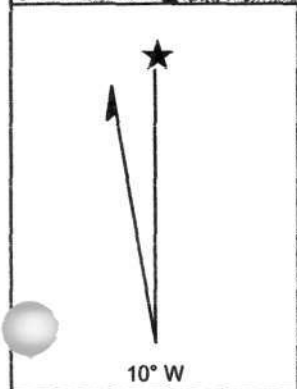


1956 Sanborn
 annotated to show
 Rizer lots 1-8
 Rizer Property Survey Dist
 AL-IV-A-170
 Cumberland
 Allegany Co., MD

1956 (annotated)



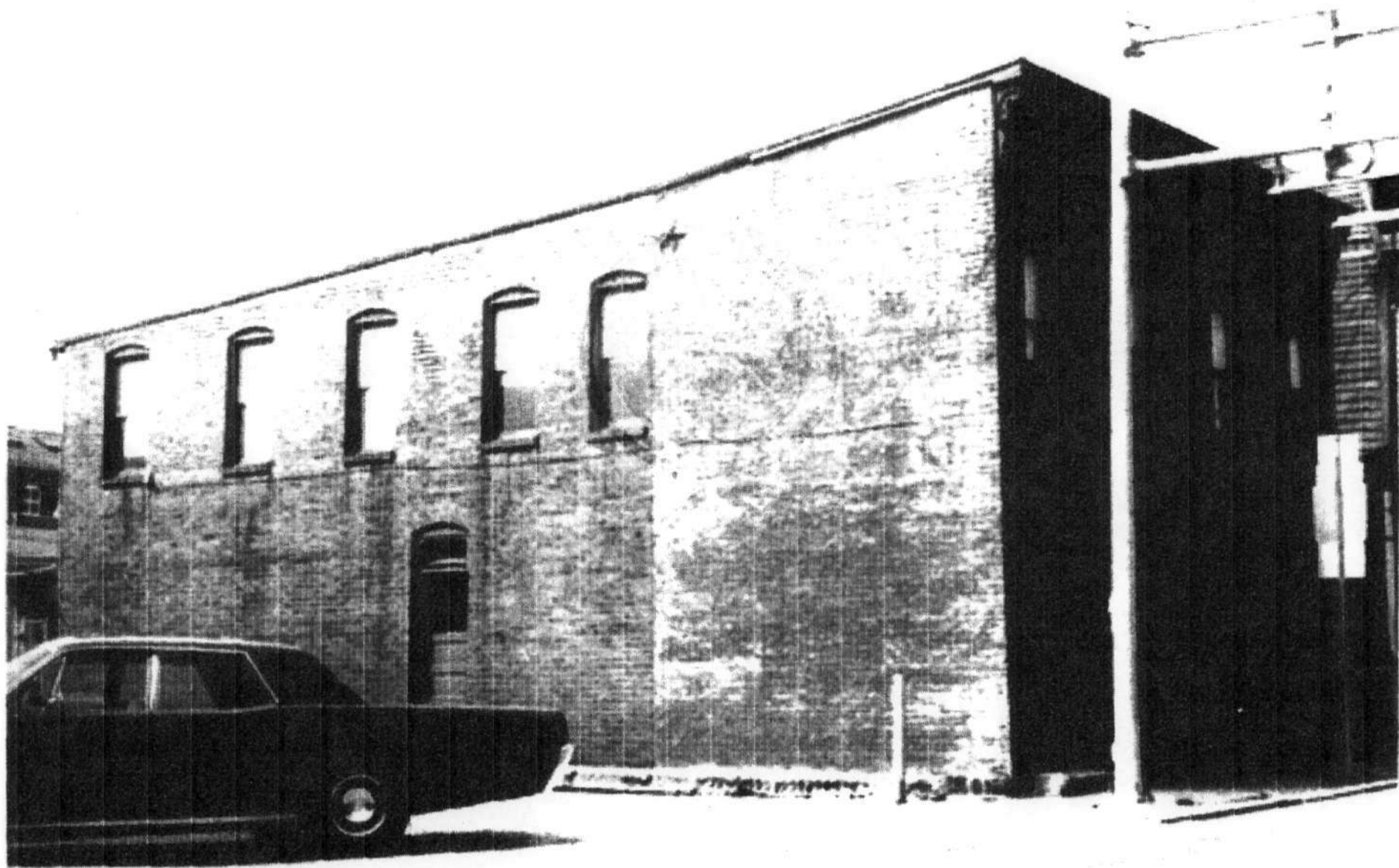




Name: CUMBERLAND
Date: 12/26/2005
Scale: 1 inch equals 2000 feet

Location: 039° 38' 53.8" N 078° 45' 43.3" W
Caption: AL-IV-A-170
Rizer Property Survey District
Cumberland, Allegany Co., MD

AL-IV-A-170
Riz Property Survey Dist.
Cumberland, Allegany Co., MD
(Photo #1359, Herman + Stacia Müller Collection)
www.ci-cumberland.md.us



ca. 1960 photo of 19 Harrison St., note #21 is already gone and #13-15 (right) is still standing.



AL-IV- A-170

Rizer Property, Survey District

13-19-21 Harrison St and S. Mechanic

and South Side Harrison St. [210 S. Mechanic]

Cumberland, Allegany Co, MD

Photo by Paula Reed, PRA, Inc. Hagerstown, MD

Neg. Loc. M+T

12/05

210 S. Mechanic St. NE View

1 of 36



AL-IV-A-170

Rizer Property Survey District

13-19-21 Harrison St. and S. Mechanic

and South side Harrison St. [210 S. Mechanic]

Cumberland, Allegany Co., MD

Photo by Paula Reed, PRA, Inc. Hagerstown, MD

Neg. Loc. MHT

12/05

210 S. Mechanic St. Facade detail

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AL-IV-A-170

Rizer Property Survey District

13-19-21 Harrison St. and S. Mechanic
and South side Harrison St [210 S. mechanic]

Cumberland, Allegany Co., MD

Photo by Paula Reed, PRA, Inc. Hagerstown, MD

Neg. Loc. MHT

12/05

210 S. Mechanic St. Wt S elevations, NE view

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EMPLOYEES
ONLY

ATLANTIC
broadband
PARKING

AL-IV-A-170

Rizer Property Survey District

13-19-21 Harrison St. and S. Mechanic

and South side Harrison St. [210 S. Mechanic]

Cumberland, Allegany Co., MD

Photo by Paula Reed, PRA, Inc. Hagerstown, MD

Neg. Loc. MHT

12/05

210 S. Mechanic St., S. Elevation, brick section

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AL-IV-A-170

Rizer Property Survey District

13-19-21 Harrison St. and S. Mechanic
and South side Harrison St. [210 S. Mechanic]

Cumberland, Allegany Co., MD

Photo by Paula Reed, PRA, Inc. Hagerstown, MD

Neg. Loc. MHT

12/05

210 S. Mechanic St. and 13-15 Harrison St. (brick bldg)

NW view

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AL-IV-A-170

Rizer Property Survey District

13-19-21 Harrison St. and S. Mechanic
and South side Harrison St. [210 S. Mechanic]

Cumberland, Allegany Co., MD

Photo by Paula Reed, PRA, Inc. Hagerstown, MD

Neg. Loc. MHT

12/05

210 S. Mechanic St. N. elevation, SE view

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AL-IV-A-170

Rizer Property Survey District

13-19-21 Harrison St. and S. Mechanic

and South side Harrison St. [210 S. Mechanic]

Cumberland, Allegany Co., MD

Photo by Paula Reed, PRA, Inc. Hagerstown, MD

Neg. Loc. MHT

12/05

210 S. Mechanic St. N+W elevations. SE view

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AL-IV-A-170

Rizer Property Survey District

13-19-21 Harrison St. and S. Mechanic
and South Side Harrison St. [210 S. Mechanic]

Cumberland, Allegany Co, MD

Photo by Paula Reed, PRA, Inc. Hagerstown, MD

Neg. Loc. MHT

12/05

210 S. Mechanic St. Interior, show room / storefront
room, NE view

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AL-IV-A-170

Rizer Property Survey District

13-19-21 Harrison St. and S. Mechanic
and South Side Harrison St. [210 S. Mechanic]

Cumberland, Allegany Co., MD

Photo by Paula Reed, PRA, Inc. Hagerstown, MD

Neg. Loc. MHT

12/05

210 S. Mechanic St. . Interior, Show room / store front
room, SW view

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AL-IV-A-170

Rizer Property Survey District

13-19-21 Harrison St. and S. Mechanic

and South Side Harrison St. [210 S. Mechanic]

Cumberland, Allegany Co., MD

Neg. Loc. MHT

12/05

210 S. Mechanic St. Interior, W. View

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AL-IV-A-170

Rizer Property, Survey District

13-19-21 Harrison St. and S. Mechanic

and South Side Harrison St. [210 S. Mechanic]

Cumberland, Allegany Co, MD

Photo by Paula Reed, PRA, Inc. Hagerstown, MD

Neg. Loc. MHT

12/05

210 S. Mechanic St. Interior SW view

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AL-IV-A-170
Rizer Property Survey District
13-19-21 Harrison St. and S. Mechanic
and South Side Harrison St. [210 S. Mechanic]
Cumberland, Allegany Co, MD
Neg. Loc. MHT
12/05

210 S. Mechanic St. Interior, SE View
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AL-IV-A-170

Rizer Property Survey District

13-19-21 Harrison St. and S. Mechanic

and South side Harrison St. [210 S. Mechanic]

Cumberland, Allegany Co., MD

Photo by Paula Reed, PRA, Inc. Hagerstown, MD

Neg. Loc. MHT

12/05

210 S. Mechanic St. Interior, Structural
System detail (brick section, saw-tooth)

13 08 30



AL-IV-A-170

Rizer Property Survey District

13-19-21 Harrison St. and S. Mechanic
and South Side Harrison St. [210 S. Mechanic]

Cumberland, Allegany Co., MD

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Neg. Loc. MHT

12/05

210 S. Mechanic St. Rear addition, N. view

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AL-IV-A-170

Rizer Property Survey District

13-19-21 Harrison St. and S. Mechanic St.
and South Side Harrison St. [210 S. Mechanic]

Cumberland, Allegany Co., MD

Photo by Paula Reed, PRA, Inc, Hagerstown, MD

Neg. Loc. MHT

12/05

210 S. Mechanic St. Rear addition, N. View

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AL-IV-A-170

Rizer Property Survey District

13-19-21 Harrison St. and S. Mechanic
and South Side Harrison St. [210 S. Mechanic]

Cumberland, Allegany Co., MD

Photo by Paula Reed, PRA, Inc., Hagerstown, MD

Neg. Loc. M+T

12/05

210 S. Mechanic St. Rear addition, SE view

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AL-IV-A-170

Rizer Property Survey District

13-19-21 Harrison St. and S. Mechanic
and South Side Harrison St. [210 Mechanic]

Cumberland, Allegany Co., MD

Photo by Paula Reed, PRA, Inc. Hagerstown, MD

Neg. Loc. MHT

12/85

13-15 Harrison St. E. elevation, NW view

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AL-IV-A-170

Rizer Property Survey District

13-19-21 Harrison St. and S. Mechanic

and South side Harrison St. [210 S. Mechanic]

Cumberland, Allegany Co., MD

Photo by Paula Reed, PRA, Inc. Hagerstown, MD

Neg. Loc. MHT

12/05

13-15 Harrison St. E. elevation, window detail

#18 of 36



AL-IV-A-170

Rizer Property Survey District

13-19-21 Harrison St. and S. Mechanic

and South side Harrison St. [210 S. Mechanic]

Cumberland, Allegany Co, MD

Photo by, Paula Reed, PRA, Inc. Hagerstown, MD

Neg. Loc. MHT

12/05

13-15 Harrison St. Interior, SE view. E. wall

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AL-IV-A-170

Rizer Property Survey District

13-19-21 Harrison St. and S. Mechanic
and South side Harrison St. [210 S. Mechanic]

Cumberland, Allegany Co., MD

Photo by Paula Reed, PRA, Inc. Hagerstown, MD

Neg. Loc. MHT

12/05

13-15 Harrison St. Interior S. w. view

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AL-IV-A-170

Rizer Property Survey District

13-19-21 Harrison St. and S. Mechanic

and South Side Harrison St. [210 S. Mechanic]

Cumberland, Allegany Co., MD

Photo by Paula Reed, PRA, Inc. Hagerstown, MD

Neg. Loc. MHT

12/05

13-15 Harrison St. Interior, SW view, W. wall

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AL-IV-A-170

Rizer Property Survey District

13-19-21 Harrison St. and S. Mechanic
and South Side Harrison St. [210 S. Mechanic]

Cumberland, Allegany Co., MD

Photo by Paula Reed, PRA, Inc, Hagerstown, MD

Neg. Loc. MHT

12/05

13-15 Harrison St. Interior, NW. view

W + N. walls.

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AL-IV-A-170

Rizer Property Survey District

13-19-21 Harrison St. and S. Mechanic

and South Side Harrison St. [210 S. Mechanic]

Cumberland, Allegany Co., MD

Photo by Paula Reed, PRA, Inc, Hagerstown, MD

Neg. Loc. MHT

12/05

19 Harrison St. S view N elevation

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AL-IV-A-170

Rizer Property Survey District

13-19-21 Harrison St. and S. Mechanic
and South Side Harrison St. [210 S. Mechanic]
Cumberland, Allegany Co., MD

Photo by Paula Reed, PRA, Inc, Hagerstown, MD

Neg. Loc. MHT

12/05

19 Harrison St. Sview N elevation

#23A of 36



AL-III-A-170

Rizer Property Survey District

B-19-21 Harrison St. and S. Mechanic
and South Side Harrison St. [210 S. Mechanic]
Cumberland, Allegany Co., MD

Photo by Paula Reed, PRA, Inc., Hagerstown, MD

Neg. Loc. MHT

12/05

19 Harrison St. SW view, N. elevation detail

#24 of 36



AL-IV-A-170

Rizer Property Survey District

13-19-21 Harrison St. and S. Mechanic
and South Side Harrison St. [210 S. Mechanic]

Cumberland, Allegany Co. MD

Photo by Paula Reed, PRA, Inc. Hagerstown, MD

Neg. Loc. MHT

12/85

19 Harrison St. N. elevation, detail, cornice trim

#25 & 36



AL-III-A-170

Rizer Property Survey District

13-19-21 Harrison St. and S. Mechanic

and South Side Harrison St. [210 S. Mechanic]

Cumberland, Allegany Co., MD

Photo by Paula Reed, PRA, Inc Hagerstown, MD

Neg. Loc. MHT

12/05

19 Harrison St. W. elevation, SE View

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AL-IV-A-170

Rizer Property Survey District

13-19-21 Harrison St. and S. Mechanic
and South Side Harrison St. [E10 S. Mechanic]

Cumberland, Allegany Co., MD

Photo by Paula Reed, PRA, Inc. Hagerstown, MD

Neg. Loc. MHT

12/05

19 Harrison St. W. elevation, detail

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AL-II-A-170

Rizer Property Survey District

13-19-21 Harrison St. and S. Mechanic
and South Side Harrison St. [210 S. Mechanic]

Cumberland, Allegany Co., MD

Photo by Paula Reed, PRA, Inc. Hagerstown, MD

Neg. Loc. MHT

12/05

19 Harrison St. S. Elevation, N. View

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AL-IV-A-170

Rizer Property Survey District
13-19-21 Harrison St. and S. Mechanic
and South side Harrison St. [210 S. Mechanic]
Cumberland, Allegany Co., MD
Photo by Paula Reed, PRA, Inc. Hagerstown, MD
Neg. Loc. MHT
12/05

19 Harrison St. E elevation SW View

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19



AL-IV-A-170

Rizer Property Survey District

13-A-21 Harrison St. and S. Mechanic
and South Side Harrison St. [210 Mechanic]

Cumberland, Allegany Co., MD

Photo by Paula Reed, PRA, Inc, Hagerstown, MD

Neg. Loc. MHT

12/05

19 Harrison St. Interior, Stair, entrance
hallway, NE view

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AL-~~II~~-A-170

Rizer Property, Survey District

13-19-21 Harrison St. and S. Mechanic
and South Side Harrison St. [210 S. Mechanic]

Cumberland, Allegany Co., MD

Photo by Paula Reed, PRA, Inc. Hagerstown, MD

Neg. Loc. MHT

12/05

19 Harrison St. Interior, Stair, entrance
hallway SW view

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AL-IV-A-170

Rizer Property Survey District

13-19-21 Harrison St. and S. Mechanic
and South Side Harrison St. [210 S. Mechanic]
Cumberland, Allegany Co., MD

Photo by Paula Reed, PRA, Inc. Hagerstown, MD

Neg. Loc. MHT

12/05

19 Harrison St. Interior, typical trim detail

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AL-IV-A-170

Rizer Property, Survey District

13-19-21 Harrison St. and S. Mechanic
and South Side Harrison St. [210 S. Mechanic]

Cumberland, Allegany Co, MD

Photo by Paula Reed, PRA, Inc, Hagerstown, MD

Neg. Loc. MHT

12/05

19 Harrison St. Interior, West Room, S. view
first floor

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AL-IV-A-170

Rizer Property Survey District

13-19-21 Harrison St. and S Mechanic
and South Side Harrison St. [210 S. Mechanic]
Cumberland, Allegany Co., MD

Photo by Paula Reed, PRA, Inc. Hagerstown, MD

Neg. Loc. MHT

12/05

19 Harrison St. Interior. View up stairway
to second floor

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AL-IV-A-170
Rizer Property Survey District
13-19-21 Harrison St and S. Mechanic
and South Side Harrison St. [210 S. Mechanic]
Cumberland, Allegany Co., MD
Photo by Paula Reed, PRA, Inc. Hagerstown MD
Neg. Loc. MHT
12/85

19 Harrison St. Interior, Second floor SW
View from top of stairs.

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AL-IV A-170

Rizer Property Survey District

13-19-21 Harrison St. and S. Mechanic
and South Side Harrison St. [210 S. Mechanic]
Cumberland, Allegany Co., MD

Photo by Paula Reed, PRA, Inc., Hagerstown, MD

Neg. Loc. MHT
12/05

19 Harrison St. Interior, First floor, S. room
N. View

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